

The Sydney Morning Herald.

SYDNEY, WEDNESDAY, MAY 1, 1912.

22 PAGES.

PRICE 1d.

No. 23,183. Registered at the General Post Office, Sydney, for transmission by post as a newspaper.

SUMMARY.

French excitement prevails in Paris in connection with the capture and death of Bonnot, the motor bandit.

Bonnot's will, which covered five sheets, was discovered in the garage where he met his death.

Several forged military passes, and newspaper accounts of various crimes, were found among Bonnot's papers.

A meeting of seamen and firemen in Liverpool decided not to go on strike carrying passengers or non-militiamen.

The Transport Workers' Federation has discontinued the demands of the Liver-pool sailors and firemen.

Some of the Titanic's steerers state that the two hulls were constructed of steel, and were without rivets.

The last stoker to leave saw a great hole appear in the vessel's bottom, through which an engine apparently fell.

Mr. George Morris, M.P., Labour, speaking at Melbourne, commended the Olympic's strike for refusing to work with blacklegs.

Many Liberals, particularly in South Wales, are forming a league to resist the pressure of socialist politicians on the Government.

Many members of the White Star Company desert in Australia owing to the high wages paid in the local coastal service.

M. Vedrine, while flying between Donal and Bourges, encountered a sudden wind, and was stopped with difficulty, and he is in a critical condition.

Owing to heavy rains the Mississippi is rising rapidly, and farmers are becoming terror-stricken.

R. Arnot, who has been matched to row breast Cancer for the world's sculling champion, has been beaten in the new shape.

Mr. George Reid has contributed an article to the "Financial Times" dealing with Australia's progress during a decade.

It is predicted that there will be still greater development during the next 10 years.

Congratulations on the Liberal victory in Queensland have been telegraphed from the other States.

The State Premier, Mr. McGowen, intends to visit another country tour next Sunday night.

The electorates he proposes to visit include Ashburton, Macquarie, and Lachlan.

The Minister for Lands left for Moree last night to inspect the prickly pear country in the north.

Senator Pearce is arranging for the official opening of the Lithgow small-arms factory, which will soon be completed.

The Governor-General will be asked to despatch the factory open, and leading public men will be invited to the ceremony.

Dr. J. D. Broadbent, who has been appointed Judge for the Northern Territory, will leave Sydney for Port Darwin May 5.

A return furnished to Senator Pearce shows that the percentages of the various camps throughout the year was 70.

Mr. Ponting, F.R.G.S., who accompanied Captain Scott to the Antarctic is thoroughly disgusted with Australian picture shows.

He says he can well believe that many of those who frequent them are harmful and pernicious in their effect.

Bishop Stretch in an address at Newcastle last with the remarkable wave of unrest at present sweeping over the world.

As far as Australians are set themselves against prohibitions and against the segregation clauses.

The question of whether or not big punters should be considered was discussed before the meeting.

On Friday urged the retention of bookmakers by the interests of large owners, who buy largely in their horses.

The report of the Colonial Sugar Refining Company, Ltd., showed a net profit for the half-year ended March 31 of \$1,000,000.

The Judge in Sydney yesterday refused to grant an application to hear a divorce suit in camera.

His Honor said it was in the interests of the parties that proceedings should be as public as possible.

At the annual meeting of the Barrier District Nursing Association the report showed the association to be on a firm basis.

Among other things the meeting decided to raise the salaries of nurses from £15 to £18 a week.

A notice in the Toowomba Hospital staff was killed near Westbrook as the result of a riding accident.

She was thrown from her horse, and the animal then trampled her and kicked her, but was not injured.

The 36th session of the N.S.W. Council of the Protestant Alliance Friendly Society of Australia was opened yesterday.

The Treasurer's statement showed that the consolidated fund amounted to £127,000.

Hundreds of ladies will be engaged in selling tickets for the fund.

The committee of the recent police and fire brigades carnival has forwarded £25,100 towards the Hospital Saturday Fund.

The funeral of the late Mr. H. D. Liss took place yesterday, representatives from both branches of the legal profession attending.

A bill introduced in the Legislative Assembly morning, when no buildings at the corner of Edward and Mary streets were damaged.

A busker, named Walter Oldham, who was assisting the brigade, was crushed to death while trying to rescue him.

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ONE MAN ON THE LAND

SAYS THERE IS NOTHING TO DO!
ROBERTS WHISKY,
CHEAP AND SHOT.
SOLO ONLY AT
ROBERTS WINE AND SPIRIT STORES,
MURKIN-STREET—GEORGE-STREET,
SINGLE BOTTLER WHOLESALE PRICE.

SAMPLE OF ROBERTS PRICE LIST
CELEBRATED WOLFE'S RUM AFTER, 2/- 6d.
METHYLAMINE FAMOUS SCOTCH, 2/- 6d.
FAMOUS 4-CROWN WHISKY, 2/- 6d.
PROW'S FAMOUS 4-CROWN WHISKY, 2/- 6d.
JOHN JAMESON'S IRISH WHISKY, 2/- 6d.
BARDENSON'S SCOTCH WHISKY, 2/- 6d.
CAPTION'S GOLD LABEL WHISKY, 2/- 6d.
POMERAY CHAMPAGNE, 6/- 1/- 1/-
REINET'S CHAMPAGNE (dry), 6/- 1/- 1/-
PRIMUS JOUET CHAMPAGNE, 6/- 1/- 1/-
STANLEY'S STANDARD PALE ALE, 6/- 1/- 1/-
TOMMY'S PALE ALE, 6/- 1/- 1/-
REINET'S VINTAGE OLD SCOTCH, 6/- 1/- 1/-
ROBERTS WHISKY, 6/- 1/- 1/-
ROBERTS FINE OLD GLASSIE, 6/- 1/- 1/-
HAWTHORN WHISKY, 6/- 1/- 1/-
PALM JAMAICA RUM, 6/- 1/- 1/-
ROBERTS WHISKY, 6/- 1/- 1/-
FINE OLD PALE BRANDY, 6/- 1/- 1/-

ROBERTS HOTEL,
CORNER GEORGE AND MARKET STREETS.

GOVERNMENT RAILWAYS

INTERSTATE EXCURSIONS

SPECIAL CHEAP EXCURSIONS TO MELBOURNE

THURSDAY, MAY 8.

A SPECIAL EXCURSION TRAIN will leave Sydney for Melbourne at 4.30 p.m. on THURSDAY, MAY 8, calling at the principal stations en route, arriving at Melbourne at 12.24 p.m. next day.

FARES.—First-class, Single, 42/-; Return, 46/-.

Second-class, Single, 22/-; Return, 24/-.

Children, 12/-; Return, 13/-.

Single Tickets will be issued at the Principal Stations, Melbourne, at 12.24 p.m. next day.

Cheap Tickets to Melbourne will also be issued at general Western Stations.

SYDNEY, MOUNT GAMBIER, AND BROKEN HILL.

MONDAY, MAY 6.

CHEAP TICKETS will be issued at Sydney (apply to Sydney, Mount Gambier, and Broken Hill by the 6 p.m. Mail Train on MONDAY, MAY 6).

FARNSWORTH'S MONEY BOX TO ADELAIDE AND MOUNT GAMBIER.—Single, First, 42/-; Second class, 22/-.

Return, First-class, 46/-; Second-class, 44/-.

FARES FROM SYDNEY TO BROKEN HILL.—Single, First-class, 32/-; Second-class, 18/-.

The Return Tickets will be available for return (Extraneous Train excepted) within one calendar month from the date of issue, or until the 1st of May, whichever comes first, unless otherwise arranged.

FARES.—First-class, Single, 42/-; Return, 46/-.

Second-class, Single, 22/-; Return, 24/-.

Children, 12/-; Return, 13/-.

Single Tickets will be issued at the Principal Stations, Melbourne, and further particulars obtainable from Stationmaster.

By Order.

J. S. SPURWAY, Secretary.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

Office of the Chief Commissioner, Sydney, April 26th, 1912.

TRAINS WILL BE RUNNED ON THE DATE SPECIFIED FOR THE UNDERTAKING OF SUPPLIES, WORKS, ETC.—MAY 10TH AT 12 O'CLOCK (noon) on the dates specified for the unundertaking of supplies, work, etc.

THE CLEARING OF STOCK TRUCKS AT PLEMINGTON during the year ending with June, 1912, was completed on the 10th instant.

MARSHALL, T. J., and JONES, J. C., Engineers, Plemington, Sydney.

MANUFACTURE AND DRAWINGS OF 500 SETS OF MECHANICAL DRAWINGS.—Particulars.—Chief Mechanical Engineer's Office, Wilmett-street, Sydney.

MONDAY, MAY 14, 1912.

THE SUPPLY OF BUILDING HANDS FOR THE HIGHWAYS AND DIVISIONS, during the year ending with June, 1912.

THE CANTAGE OF PERMANENT-WAY MATERIALS.—The supply of one ton of permanent-way material per mile per annum, for the year ending with June, 1912, Particulars.—Divisional Engineer's Office, Sydney Railway Station, Yard.

THE SUPPLY OF STEAM PIPING AND FITTINGS FOR ELECTRIC POWER HOUSES, ETC.—Specification No. 20, dated April 26th, 1912.

THE SUPPLY OF ALUMINUM CONDUITS AND CABLES FOR ONE COAT OF PAINT.—Specification No. 21, dated April 26th, 1912.

THE SUPPLY OF TWO COAT ELEVATORS AND CONVEYORS FOR ONE COAT PAINT.—Specification No. 22, dated April 26th, 1912.

THE SUPPLY OF STEAM PIPING AND FITTINGS FOR ELECTRIC POWER HOUSES, ETC.—Specification No. 23, dated April 26th, 1912.

THE SUPPLY AND ERECTION OF TWO 100-KILOWATT MOTOR GENERATOR SETS FOR ONE COAT PAINT.—Specification No. 24, dated April 26th, 1912.

THE SUPPLY OF THREE CENTRIFUGAL CENTRATING PUMPS (for paint drive), capacity of 1000 gals. per min. per horse power, specification No. 25, dated April 26th, 1912.

THE SUPPLY OF FIVE 50-K.W. THREE-PHASE MOTOR GENERATOR SETS FOR ONE COAT PAINT.—Specification No. 26, dated April 26th, 1912.

THE SUPPLY OF ALUMINUM CONDUITS AND CABLES FOR ONE COAT PAINT.—Specification No. 27, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 28, dated April 26th, 1912.

THE SUPPLY AND ERECTION IN THE TRAM SHAFTS.—Specification No. 29, dated April 26th, 1912.

THE SUPPLY AND ERECTION OF TWO 100-KILOWATT MOTOR GENERATOR SETS FOR ONE COAT PAINT.—Specification No. 30, dated April 26th, 1912.

THE SUPPLY AND ERECTION OF ONE 100-KILOWATT MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 31, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 32, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 33, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 34, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 35, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 36, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 37, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 38, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 39, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 40, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 41, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 42, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 43, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 44, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 45, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 46, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 47, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 48, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 49, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 50, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 51, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 52, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 53, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 54, dated April 26th, 1912.

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THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 56, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 57, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 58, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 59, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 60, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 61, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 62, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 63, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 64, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 65, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 66, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 67, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 68, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 69, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 70, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 71, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 72, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 73, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 74, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 75, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 76, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 77, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 78, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 79, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 80, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 81, dated April 26th, 1912.

THE SUPPLY AND ERECTION AT THE ULTIMO POWER HOUSE OF A 50-K.W. MOTOR GENERATOR SET FOR ONE COAT PAINT.—Specification No. 82, dated April 26th, 1912.

THE SUPPLY AND

A PAGE FOR WOMEN

NOTICES.

WHAT UNIVERSITY WOMEN ARE DOING.

MELBOURNE NOTES.

FASHION AS SHE IS.

SHAKESPEARE'S WOMEN CHARACTERS.

PUCK'S GIRDLE.

BUSINESS METHOD.

IN DAVID JONES' MILLINERY.

YOU SECURE THE DESIRED SMARTNESS—REASONABLY PRICED.

The "Herald's" Page for Women is published on Wednesdays. Contributions, from Women preferred, will be considered. They should not exceed half a column in length. Communications should be addressed to "The Editor, A Page for Women, Herald Office."

A PRIVILEGE.

"Always being asked to give money? Of course you are. But say, aren't you proud to live in an age when there are so many things to give to?"

Thus Miss Barnes at the dinner of the E.W.C.A. last week. That was her view of the position—a not uncommon, but with a good deal of truth in it.

In the building campaign, which begins on Friday—or rather, to-morrow night, at a dinner's banquet at the Town Hall, when their Excellencies the Governor-General and Lady Denman will be present—the public is to be allowed the privilege of giving to the cause of the very poor. There is no doubt, however, that the poor begin, the wealthy give.

It is now about three years since the University Women's Settlement was established in High-street, Newtown, and though very far valuable work has been done, the question remains whether the public does not permit of much being carried even on horseback. Naturally, the parents do all in their power to assist the teacher's efforts and to make their sons and daughters good students. Mr. T. E. Watt, the manager, is a man of great energy and ability, and his report makes very interesting reading. His success with pupils has surprised him. He attributes it to the careful attention given to the work set, and the value of individual tuition. He is convinced that a sound practical education

is the best guarantee against poverty. The hundreds of collectors who will be busy with the cards during the ten days from May 2 will put before us the aims of the E.W.C.A., the work already accomplished, and the needs of the institution. There is no doubt, however, that the poor begin, the wealthy give.

The annual meeting of the settlement took place yesterday in the Great Hall of the University Club, High-street, and the general atmosphere was one of quiet and interest. The members of the settlement, a number of whom are now in the service of the Commonwealth, were present, and the audience was large. The speakers were all men, who have passed through the University without awakening to their responsibilities to the State, but while a section of our University women can put forth such a record of work as appears in this annual report, it is unfair to level against them, as a body, the charge of being deficient in public spirit.

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Teaching children in the wilds of Gippsland was a problem which at one time the Education Department did not incline to give up. However, the difficulty was faced, and by the introductions of a travelling teacher in a van the results attained already are most satisfactory. The teacher visits the various houses with books and school requisites, and after examining the children, outlines lessons to be prepared for his next visit. And the children have before me now an answer to the criticism. It is in the annual report of the Sydney University Women's Settlement.

There are no doubt, many women, as well as men, who have passed through the University without awakening to their responsibilities to the State, but while a section of our University women can put forth such a record of work as appears in this annual report, it is unfair to level against them, as a body, the charge of being deficient in public spirit.

It is now about three years since the University Women's Settlement was established in High-street, Newtown, and though

the colder weather which we may reasonably look forward to within the next few weeks will make exacting demands upon the wardrobe.

Amidst all the beautiful gowns made of silk and satin materials, tailor-made suits will be called upon to play one of the chief roles. In fact, it is one of the essentials of a woman's wardrobe. It is doubtful whether any fashions are looked for so eagerly as the latest in tailor-suits.

There is a tendency to favour grey in granite and steel shades where tailors-made suits are concerned, but that will not detract from the popularity of the grey-blue coat and skirt.

Suits of the tailored suits still have a high-waisted effect. Some of these dresses are seen with a silk ruching of the same colour as the material edging the coat. It gives it a quaint and smart appearance.

The more severe makes are trimmed with buttons and velvet. Of course the tailored suit of the day will hold its own. Some of these tailoring models in a striped effect.

Auiting a becoming model in black, showing narrow stripes in white, an inch apart, was most effective.

The skirt was rather narrow, and had a small panel down the centre of the front of the panel, with a bias cut to reach the bottom of the skirt, but stopped about six inches above, and was rounded at the lower edge. Small buttons of black enamel decorated the panels. The coat was rather close fitting, being well below the hips.

A novel and charming coat and skirt was cut on an original line, fashioned of smooth grey suiting, and it fitted closely round the throat, where it was supplemented with a circular collar of fur. The coat was cut on the bias from the throat to bust on the right side, while it fastened with a row of buttons, the bust being the only part of the coat which was fastened. The left side was also cut slantingly from bust to waist," the same buttons accentuating the line. At the back a row of the buttons trimmed either side, where the material wrapped over the central panel. The sleeves were treated in the same manner, being provided with large cuffs, which were slightly gathered at the wrists, whilst the edges of fur finished the sleeves. The front of the coat was slightly cut away at the hem, the corners being rather deep and pointed. The skirt had a series of small pleats on either side of the panel, which were headed with the curvaceous buttons.

These small pleats skilfully arranged in the trimming will give a certain amount of freedom in walking.

A small high-crowned hat of black velvet, the trimming consisting of a towering cluster of white ostrich tips, raised in a mass on the left side, completed a most enchanting outfit.

Another chic suit, and serviceable at that, was of heavy navy blue serge. It fastened from throat to hem in a single unbroken line, flanked on either side with frangings of black satin ribbons and small buttons.

A circular collar of amethyst velvet, situated down very flat and cut away from the front of the coat.

The front of the long sleeves was finished with narrow amethyst velvet, and was headed with a chain of black military braid. With this tailor-made was worn a most becoming hat, which was decorated in dark plum-coloured velvet, and was shaped in a cloche or beret type, and was worn with the point a little to the right side, while the only trim consisted of a plum-coloured plume, which was pinned on the left side over the back of the hat.

The corsage button-hole or posy is quite a feature, and is a very attractive addition, just such that touch of colour and artistic note which is necessary. Sometimes a rose is waisted in favour of a bunch of violets or white gardenia. Any artificial flowers are used.

A novelty in footgear to be worn with smart velvet tailored suits is the white kid boot, which are fastened with imitation pearl buttons. The distinguishing features are the strappings and toe-caps of black patent leather. Work with a good deal of white lace on the top of the boot.

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Poer's character, as belonging to the intellectual class, was then portrayed. The reader began with a quotation from a close friend of Poer's, Mrs. F. C. D. Maclellan:

"Poer is a remarkable character. A person of great intelligence, and a kind of poetical genius which mingles with all her thoughts and affections. And here let me observe that I never met in real life, nor ever read in history, of any woman, distinguished for her beauty and wit, who was the equal of Poer."

"Besides intellect," continued the speaker, "Poer possesses charm of person, is highly moral, thoughtful for others, and observant. Many have questioned Poer's want of insight in the choice of husbands, but though he suffered in his early life, he has been the mother of some of her sisters, yet there was in him the supreme quality which she

"To put a girl round about the earth in forty minutes." —"Midsummer Night's Dream."

The lovely grounds of Admiralty House must find an echo in the breast of every secretary engaged in the conduct of associations of persons grouped to secure some common end. The amount of "wear and tear" to the human brain of the human secretary (a very human being after all) caused by the fact that correspondents do not send their letters, do not give full addresses, and do not enclose postage stamps, is a burden to some delicate inquiry, the reply is sent "higgledy-piggledy"—sandwiched between a mass of irrelevant matter from which the grain of gold has to be painfully extracted—all this constitutes an amount of worry which finally crushes the secretary. If only women could acquire the art of briefly stating the business aims of the letter on the back of the envelope, so that it may be easily read, leaving the performance of some of their remarkable child Tommy, and the engagement of Miss Jenkins to the second, when the general view is that the more wavy would be saved! We wonder that more attention is not devoted to this matter in our schools. Girls who learn all the "cliches" and undignified expressions of social correspondence, will be able to do so much better.

The general conclusion drawn from Miss Ruth Lucas's paper, read by her at the Patriotic Club, High-street, last Wednesday is that Shakespeare's women are of a higher standard than his men. Just where Shakespeare got his wife ideas from is not known, but the parish church of St. Paul's, Coventry, has a fine collection of portraits of women, and the author of the paper, Mrs. Boorman, said that the churchwardens of the parish were greatly interested in the subject.

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A most suitable Whisky for the Australian climate.
Of great age and exceptional purity and flavour.

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Largest Scotch Whisky
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WHAT YOU ARE USING FOR YOUR HAIR.

Is it absolutely harmless? Pleasant to use?

Free from Oil and Grease? Without Smell?

Does it improve the appearance of your hair?

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Make it grow rapidly?

Ward off the Dandruff? Allay Irritation?

Can you feel it is doing good?

If you are not positive on all these points try

KOKO FOR THE HAIR.

A Magistrate says KOKO is "Best for the Hair."

"I am a magistrate of this State, so have nothing to gain by writing this letter, which is entirely unsolicited on your part; but I consider it my duty to let you know that KOKO is beyond all question the very best preparation for the hair I have ever used. I am indebted to KOKO that my hair is still perfectly thick, although I am over 60 years. KOKO keeps it soft and glossy, clean and free from dandruff."

The Greek shrugged his shoulders expressively.

A Nurse says KOKO is "Marvellous" for Falling Hair.

"I found KOKO exquisitely clean and most refreshing. It is the best Hair Tonic I have ever used, and marvellous for falling hair and dandruff."

A Doctor recommends KOKO to Patients.

"KOKO is superior to any other dressing I have ever tried. It keeps the head cool, eradicates dandruff, and gives the hair a fine, glossy appearance. I always recommend it to my friends and patients." (Originals shown.)

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Chemists
and Stores.
1/-, 2/6,
4/6.



THIS COUPON ENTITLES
BEARER TO A 4/6
BOTTLE OF KOKO
FOR 2/-
KOKO MARICOPAS CO.

A SON OF THE IMMORTALS.

BY LOUIS TRACY.
(ALL RIGHTS RESERVED.)

CHAPTER X.—Continued.

There was some subterfuge of some in Beaumanor's chaffing. Alec was taking his king, and he was easily, and Joan was hard pressed to bribe the gulf that lay between, Paris and Delgrado.

At first she found it almost impossible to realize that Alec had been in the same little room that she had been in, and she was well acquainted with local knowledge; he seemed to understand the people and their ways so thoroughly. He was very much like her, the peculiarities of the methods of tillage and racial appearance, and might have spent his life in studying all their customs and folklore.

Forsooth, Joan herself was not, with quick perception and a retentive memory, after a few days' residence in the White Palace, such a son of immortals as to get information that trickled in under her from many sources, and the feeling of bewilderment surprised with which she regarded her lover's attainments. The four hours of secret intimacy had soon replaced her, and Lady Chelmsford occupied the chair as patroness of the settlement, while among those present were Lady Queen, Sir Powers, Mr. Barr, Professor and Mrs. Woodhouse, Professor and Mrs. Wilson, Miss Poldier, Miss Bowden, Mrs. Foy, Mrs. Hare, Mr. and Mrs. Hyatt, Atterton, Rold, Bradman, Flower, Morley, Larking, Meares, and Armstrong.

"I have been your patroness for three years," said Lady Chelmsford. "I have no yet had an opportunity of speaking from a platform before the public, but I hardly found

the time to summarize its aims. They are briefly to summarize its aims.

There is no doubt that the study of conditions, especially the effort to enable those who derive advantages from a university career to place those advantages in all public forums, but by voluntary

effort to my interest and support. Though the work has been going on quietly and steadily, the first three years are not to be despised.

The West Indians, too, have found a niche in our minds.

Prince Michael, who was completely eclipsed

in all public forums, but by voluntary

effort to his peculiar qualities

which Paris also could supply, seemed to accept the inevitable.

He had always praised her beauty, and became re-

signed, in a more or less putrescent way,

to the mind's distracting local life.

Felix, too, had been up to the mark in art.

The Pole discovered some quaint old frescoes in the cathedrals which attracted him by their originality of design and simplicity of colour. He was greatly

surprised by their reproduction, but Joan suspected in her deepest heart that Polak's audience was not given to the same kind of taste as the rest of us.

She had been up to the mark in art,

but she had not been up to the mark in art.

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EVERY PART IS INTERCHANGEABLE IN THE B.S.A. MOTOR CYCLE.



BENNETT & BARKELL, LTD.,

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FARM AND STATION.

SOUTH-WESTERN RAILWAYS.

The Minister for Lands appreciates the fact that the railways to Lake Cudgellup and Hillston are not alternative routes, but that the latter, though longer, is a hopeful sign. He thought if Mr. Beeby visited the area he would realize that the suggestion made in some official quarters to open up this fine stretch of wheat and sheep country by one cross-country railway wouldn't stand practical investigation. Mr. Beeby, although he had seen the country in a very dry state, did not note the great number of men on cheap land, given proper railway construction, and was trust that the matter will now assume a practical form, and come down from the clouds of promise, where it has been so long lying dormant. The State has missed a valuable opportunity in this country during the previous good seasons, but seasons are not eternal, any more than good, and judging by the progress of the past, if steps are taken to decide upon building these railways it is possible that a cycle of prosperity will be given the time the country is settled.

The Government will be making no mistake, but will be taking a splendid step towards land settlement and development if it decides at once upon building an extension of the railway from Wyalong to Lake Cudgellup, and also an extension of the railway from Hillston to the irrigation areas on the Northern Tableland, and vice versa.

We have advocated these routes consistently, because they are both splendid railway propositions, and ones that have been too long neglected in the interest of the State. Of late there has been the fear that the belief that those were alternative routes, and that one should be decided to meet the needs of this country would prevail. It is quite an erroneous notion, and one that is hard to understand should be supported when there is any local knowledge of the country, although it comes from "map" standpoint if the vital importance to the wheat-growing industry of a reasonable distance of the railway is not emphasized. Happily, Mr. Beeby took a sound view of the position after his visit, and we may expect that this will carry weight with his colleagues. Both Mr. Trede and Mr. Holman should support his opinion, as they should both have a practical understanding of the necessities of this class of people.

The fact that the Government has at last recognized that it cannot embark upon any vigorous railway policy without taking steps to provide for labour the work given further hope that it will not be over-long before these two routes are decided upon.

The Lachlan River. In this case the Government, if so desired, has the opportunity of going a step still further, and initiating a great immigration attraction. Not only can work at certain wages, and good wages, be guaranteed, but the area affected would allow the railway builders to settle the right to select a block of land to settle the area after the line is completed, if so desired.

A greater inducement to immigrants than agricultural work, which would enable the provision of some capital, together with a certain chance of obtaining a block of wheat country on easy terms, would be to conduct a campaign of active colonization, giving such a suggestion.

It has to be recognized that the wheat lands affected are much as require sound handling, and there may be room for doubt as to whether settlers could be expected to have the necessary knowledge.

On the other hand, they would be surrounded by practical settlers, and thus furnished with a guide of the greatest value. Furthermore, they would be gaining a practical knowledge of the country while working on the railway, and have an opportunity to learn its customs and difficulties to become.

In any case, the proposition, judging from recent reports in the "Herald" on dry farming in America, would be infinitely more attractive than some that have exercised attractiveness in that country.

HERD TESTING.

The Shoalhaven farmers are moving more of the Agricultural Association to endeavor to place their cattle under an association to the heads of the districts.

The Illawarra Association, which had its headquarters at Berry, was the first of the districts to take this step, and it was promised that the scheme would be officially stimulated by money grant from Mr. Alec Hay. The association, however, was originally started owing principally to a desire to have a central testing station after its formation. The cost of carrying on the work militated against its introduction and the thought of a central testing station was abandoned.

A Government sub-committee of the Illawarra and Dungog districts has been promised by the Minister for Agriculture, no steps until now have been taken to introduce the scheme, and it is to be hoped that the scheme will be introduced.

The second association was formed on the North Coast at Alstonville. It followed the example of the Illawarra, and the scheme was introduced the first year's work proved very interesting.

Seeing that the first and second associations were not very successful in abandoning the work on the grounds of expense, it is well to reconsider the methods of working to see if a system cannot be devised which will be more economical.

The third association, the South Coast Association, was formed at Berry, Mr. M. O'Callaghan, the Government dairy expert, strongly advised the members, instead of testing their cattle at different stations, to bring them to a central place, such as the local butter factory, to have all the milk sent to a specially selected laboratory. At the time Mr. O'Callaghan said he was confident that this system of centralizing the testing and record-keeping would be a success, and the farmers of the association were desirous of having the work performed on their own premises, though more expensive. Probably this attitude of mind was responsible for the secrecy to be observed in connection with the yields of their cattle, but the same secret, however, could be observed by the operators working at any central place, and sending out the record by post. If it is any encouragement to other associations, may I say that there is no reason or other, somewhat similar calamity befall the earliest movements in connection with cow-testing associations in Canada. The members of the association, however, seem to learn that these farmers have, as a general rule, renewed their efforts, after six years' trial on a similar basis.

The Shoalhaven society referred the matter to the incoming committee for its serious consideration. The farmers are enthusiastic, and the opinions of several are interesting. Mr. Watson suggests that, when the incoming committee of the agricultural association is formed, it should be referred to the minister, the Government Dairy Expert, to be invited to test their cattle, as from him they could get valuable information as to what assistance they should be carried out by a Governmental committee or otherwise.

Mr. H. M. Monganah said that he knew that testing cows was a benefit, but the question whether it should be carried out by a Governmental committee or otherwise was not yet decided.

Mr. G. Filled, 10 yrs., guaranteed to keep its colour, will stand the tree and yield 100 lbs. of milk per day.

Mr. J. H. Barrett, 10 yrs., said that he had a large number of Spectacles. From 1 ft. to 2 ft. 6 ins.

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Mr

THE TURF.

THE SHILLING AT THE GATE.

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BILLIARDS.

Yesterday F. Weller left Sydney for Brisbane. He expects to return to this State in about seven or eight weeks, and it is on the roads that he has had his most interesting games in Australia and southern districts.

Albert Williams was born to Melbourne, where he may arrange a game with a local player, and the author of the present article.

George Gray and H. W. Stevens played an interesting 9000 up match at Glasgow, which the Australian won by 1852 points. Amongst the top British players, H. W. Stevens and H. W. Pickering were the leaders.

The Australian won by 1852 points.

The following incident is also worth recording:—Williams asked for one of the best shots to be made, and the ball was hit so far that it went for playing a mass shot. Keens promptly ejected, but, after long argument, the referee decided in favour of inman.

THE TURF.

THE SHILLING AT THE GATE.

During the hearing of evidence by the Totalisator Commission in Sydney last week, the question of a "free" fat at Randwick was introduced, and a query was put to the A.G.C. secretary that in the event of the totalisator not being able to meet the cost of the racecourse he threw open to the public free, as in the case at Flemington. The answer was that the Victorian racing authorities had no alternative in the matter, as the conditions of the Government grant provided that the fat should be free to all. But a free fat had not proved an unmixed blessing to the governing body of racing in Victoria, who had to pay a heavy price for the portion of the racecourse.

The racing season in England, Mr. Hawtin, president of the opening day of the Lincoln Spring Meeting, was won by Mr. E. C. Howett's b. & England, by William the Third (12) and Uncle Tom (11). The meeting will be held at Randwick on May 2, at 11 a.m. to 6 p.m.

The chief going of importance during last week was the Manly Open Autumn Amateur Meeting, which was commenced on the previous Saturday.

The ladies' open meeting, the trophy of the Indian sportsman Mr. J. C. Galston, under whose colours she was several rates in England, and another of Mr. T. D. Dewar's filly, by Forfarshire from Kilkeny, who finished third to Mr. Leopold Radford's stock to race.

The breed more Crotone, by Bill of Port, from Glintz, by Firefly, and from Hypatia, Julius, bred by Mr. James Wilson, Jun., in Victoria, and who has been successful on her native turf in India, has taken the lead.

At the English Derby, the trophy of the Queen's Maiden Stakes on Lord Derby's colt The Bachelor, a son of the Devil, was won by Mr. T. D. Dewar's filly, by Forfarshire from Kilkeny, who finished third to Mr. Leopold Radford's stock to race.

The breed more Crotone, by Bill of Port, from Glintz, by Firefly, and from Hypatia, Julius, bred by Mr. James Wilson, Jun., in Victoria, and who has been successful on her native turf in India, has taken the lead.

Quite a different state of affairs exists at Randwick, where the A.G.C. takes a toll of £1 per head from patrons of the fat. There is no room for a shilling, and the V.R.C. authorities were helpless, owing to the strict rules of the racecourse.

At the English Derby, the trophy of the Queen's Maiden Stakes on Lord Derby's colt The Bachelor, a son of the Devil, was won by Mr. T. D. Dewar's filly, by Forfarshire from Kilkeny, who finished third to Mr. Leopold Radford's stock to race.

The thoroughbred stallion Demolition, by the champion Frankenstein, from Mrs. Abbott's pony, was purchased by Mr. H. Abbott, of Paddington, for £1000.

Demolition cost £1500, as a result of the V.A.T.C. Federal Stakes at Caulfield as a two-year-old.

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THE WEEK IN LONDON.

AN AUSTRALIAN'S NOTE.

OUR SPECIAL CORRESPONDENT.)

(BY TELEGRAM FROM PERTHMANTE).

Where the Coal Strike Is.

LONDON, March 25.

The coal strike has incidentally proved one or two important facts, which were not noticed by most people. In the first place, this huge artificial centre of London, which most people would have expected to be the easiest place to get short of supplies, has not got short of coal at all. Barely ten years ago there has now been raised in Great Britain for four weeks, and yet London is practically unaffected, except for the price of coal being high, and some of the northern railways having curtailed their services. You may live in this city of 8 million people, and not realize that the coal strike has ever happened. The reason is that London is an distributing centre for England, and, indeed, to some extent, for the world. The food supplies for England p out to London for distribution, and if there is any disruption—*at any rate*, of the present sort—London is the last place to feel it. Coal as well as food comes to London for distribution. The consequence is that London, if anything, gains at the expense of the rest of the country.

The place to feel the coal strike first, and to feel it severely, has been the spot spot of England—the potties. Perhaps anyone that has travelled through England to any extent ought to have expected this. There are many pretty miserable towns in the north of England, and other places are depressing to a degree. But of all the small cities the collection of small second-rate towns, which strings itself out around the pottery centre, is easily the worst. There are six towns in a straggling line along two miles in the shape of a capital. They are not towns of the first importance by themselves. Taking them up, Tunstall has 18,914 people, Burley 17,666, Hanley 61,589, Stoke-upon-Trent and the centre 30,458, Longton 38,815, and Newcastle-under-Lyme, 18,914. These are straggling cities seven or eight miles long, and a half mile wide, with something over 100,000 inhabitants. There is no real break between these dingy places; the five first, and are now federated into one, but Newcastle-under-Lyme remains separate.

If one had thought of the coal strike in England, and there, enough, is where the coal strike has had its first fit. The potties are not in a cloud of smoke, which is what it is sometimes almost impossible to do. To-day the air is as clear as Sir Francis Drake's. The water is a very sunny watering place, and little children are dying of insufficient nourishment.

"SOODOO" Fed by New South Wales." All the newspapers to-day print in prominent form the offer of the N.S.W. Government to help the distressed people to the extent of £100 worth of Australian foodstuffs. The news is displayed in large headlines in the London press.—"Help from Overseas," "£100 to be Fed by New South Wales." The idea, I believe, originated with Mr. F. C. Govear, of the Immigration Department, and it can only be described as brilliant. N.S.W. to put on the lowest ground of self-interest, will incidentally have more publicity from this offer than by expending £100,000 in advertising. The Potties, a small district in which the relief will be distributed, Mr. Govear has already arranged to obtain the lowest price for any Australian produce which may be thought suitable for the district, and he leaves for Nottingham to-morrow to discover what particular foodstuffs the authorities would prefer, and what amounts to make to forward to us. If he finds food that is required for grown-up people the greatest part of the gift will probably take the form of meat, but it is wasted for children, the other foodstuffs will be chosen. There is some difficulty in arranging for the importation of goods from London to the distant state of the Potties. The Agent-General has no communication with the London and South-wester Railway, and will probably be able to arrange for this. If not, the money or part would have to be used to buy produce in the neighbourhood of the potties.

Canadian Immigration. The number of emigrants who left England during last year was published yesterday. Canada received by far the most, 183,000 in all, an increase of 19,182 on the figure of a year before. Australia received 66,633, an increase of 20,989. The United States took 123,121, an increase of 11,100. There was a falling-off of 2,600 in the number that went to the United States, but there was also a large flow of people returning so that the net balance of British emigration to the States was only 50,111. The total number of persons of British birth who left Great Britain was 100,000, nearly one million, the greatest stream of people taken by the potties.

Notice. PATRONER'S SOUT AND RHUMATIC PILLS.

In compliance with repeated requests, a SUPPLY OF SOUT AND PILLS, via post, in England, at £1.00 per lb. and lbs. in addition to the cost of postage, will be sent to Australia.

LADIES' SIZZERS, via post, in England, at £1.00 per lb. and lbs. in addition to the cost of postage, will be sent to Australia.

SAWILL MACHINERY. New and second hand, is to be supplied to Australia. See H. TURNER limited, Glazebrook, Cheshire.

SHREWSBURY FRIGERATING AND ICEMAKING MACHINES.—Butter Factory Equipments, Crewe, Cheshire, and Iron Mills, Ammonium, Valves, and Fittings Catalogue and Price of each article.

JAMES HARDIE & SON LTD., 8 Spring-street, Sydney.

JOHN SAWYER LTD., 18 King-street, Uttoxeter.

FRICITION CLUTCHES.—"Walter" type, of friction wedge adjustment and roller bearings, for circular. Sole Manufacturers, THE BRITISH CLUTCH COMPANY, Birmingham, Redruth, TURKEE WHEELS LTD., 213 Gloucester-street.

Large stocks of all kinds of hand, made of steel, best Tungsten Carbide Steel.

GEORGE COOK LTD., 18 King-street, Uttoxeter.

SPEDDING UP. "Speeding up" on a slow action machine generally leads to friction whereon a modern tool, designed with the object of saving time, has soon become interested in obtaining a rapid production.

Moderne in ENGINEERS' MACHINES. Tools and machinery for reduction of costs, but more satisfaction is given by the mechanist, and those who have used them, that they have increased, it has been easily proved that power for the same weight reduces the cost of 100 per cent.

The old adage, "Time is money," is true, and the time saved in the workroom, is the time gained in the office. To 20 years, we have thoroughly convinced the engineers going to supply steam engines that they had made up their minds that they would never build another steam-driven ship. There was a small motor ship about for the Scandia, the Valencia, of 1000 tons. The engine was built by the Haywood combination of h.p. working in the hull. The maintenance of coal that would have been necessary to drive her by steam. It took 18 months or two years to build an oil-driven ship in England at present. There would be no need to serve steam on steam because the engine could be adapted to burn oil.

Obsolescence of Steamships. The motor ship Scandia, the Daniel, passenger vessel of 2000 tons, which lately left London on her maiden trip, is now passing through the Red Sea, and the very latest news, which arrived this week by wireless, is that on to the Red Sea she has gone. We are not surprised, as the world is now in the grip of the oil fever, and it is hard to see how the standard set by New South Wales can be maintained unless the staff is increased.

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